

INFORMATION REPORT

CD NO. 25X1 25X1A 25X1A

COUNTRY East Germany
SUBJECT Sea Police Vessels

DATE DISTR. 9 April 1953

NO. OF PAGES 1

PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

25X1A

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SOURCE

1. The Buero fuer Wirtschaftsfragen (Office for Economic Problems) at 37/42 Glinka Strasse, Berlin W 8, had determined that the Yachtwerft (yachtbuilding yard) in Berlin was to complete or had completed and delivered two boats of the third series of KS boats including Nos. 19 through 28 on 14 October, 4 November, 21 November, 9 December and 27 December 1952 respectively. These target dates could, however, not be met by the yard. The vessels KS 19 through 22 were the first craft of this building batch to leave the yard for Wolgast. The vessels KS 19 through 21 were manned by yard crews and the KS 22 was transferred by two sea-police officers. The vessels KS 19 through 21 had submarine sonar equipment installed at the yard. According to [redacted] the KS 22 had no such equipment although its deck hatch to the sonar room was locked with a padlock and was boarded up. Shipyard workers said that the designation of the sonar equipment was Tirmon.¹

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2. On 3 December 1952, KS boat 122 lay in the Peenewerft in Wolgast to receive other engines. Source learned that the oil filters on the KS boats were so close-meshed that, under full power, the oil pressure on the two crankshafts dropped from 2.6 to 0.6, thus causing frequent engine trouble. The vessels DORSCH with steam up and the WISMAR which was still under repair were also in the shipyard. In December 1952, the DORSCH, which was renamed ERNST THAELEMAN, received three 20-mm four-barreled AA machine guns and three 37-mm AA guns.

25X1A¹. [redacted] Comment. The official name of the submarine sonar equipment is TIRMON. Reports on the vessels of the third building series were previously submitted. [redacted]

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